

The Selected Alternative: Delaware - Pennsylvania Area



The Federal Railroad Administration (FRA) sponsored the NEC FUTURE program to create a comprehensive plan for improving the Northeast Corridor (NEC) from Washington, D.C., to Boston, MA. Through NEC FUTURE, the FRA has worked closely with NEC states, railroads, stakeholders, and the public to define a common vision for the corridor's future.

Selecting the Grow Vision

The Selected Alternative provides the level of service necessary to grow the role of rail in the regional transportation system. The Selected Alternative will improve the reliability, capacity, connectivity, performance, and resiliency of passenger rail services on the NEC to meet future Northeast mobility needs for 2040 and beyond.

Area Benefits

The Selected Alternative brings the NEC to a state of good repair, eliminates chokepoints that delay trains, and supports significant growth in service, including:

- + **New segment between Newport, DE, and Edgemoor, DE**
- + **New segments between Baldwin, PA, and Philadelphia 30th Street Station, to serve the Philadelphia International Airport Station, and between Philadelphia 30th Street Station and Bridesburg, PA**
- + **New Intercity connection at Philadelphia International Airport**
- + **Express travel time target of 1 hour 15 minutes between Washington, D.C. and Philadelphia, PA (non-stop)**



IMPROVE RAIL SERVICE

Corridor-wide service and performance objectives for frequency, travel time, design speed, and passenger convenience.



MODERNIZE NEC INFRASTRUCTURE

Corridor-wide repair, replacement, and rehabilitation of the existing NEC to bring the corridor into a state of good repair and increase reliability.



EXPAND RAIL CAPACITY

Additional infrastructure between Washington, D.C., and New Haven, CT, and between Providence, RI, and Boston, MA, as needed to achieve the service and performance objectives, including investments that add capacity, increase speeds, and eliminate chokepoints.



STUDY NEW HAVEN TO PROVIDENCE CAPACITY

Planning study in Connecticut and Rhode Island to identify additional on- and off-corridor infrastructure as needed to achieve the service and performance objectives.

Features in the Delaware - Pennsylvania Area



SELECTED ALTERNATIVE:

- Existing NEC
 - Improve Rail Service / Modernize Infrastructure
*State of Good Repair
More Frequent Service
Better Connections*
 - Expand Rail Capacity
 - Chokepoint Relief Project
 - Related / Ongoing Projects
 - Study Area
 - Connecting Corridor
 - National Passenger Rail Network
 - Rail Station (not all shown)
- Illustrative and not to scale

Infrastructure (including Related Projects)

- + New segments between Newport, DE, and Edgemoor, DE and Baldwin, PA, and Philadelphia 30th Street Station, and between Philadelphia 30th Street Station and Bridesburg, PA
- + Chokepoint relief project at Philadelphia 30th Street–Penn Interlocking
- + Systems upgrade between Edgemoor, DE, and Baldwin, PA, at North Philadelphia, and between Bridesburg, PA, and Trenton, NJ
- + Curve modification near Bridesburg and Holmesburg, PA stations

More frequent trains

(total Intercity trains per peak hour/peak direction)

EXISTING SELECTED ALTERNATIVE

Philadelphia to New York City



Improved airport connections

(number of daily trains, Intercity and Regional rail)*

EXISTING SELECTED ALTERNATIVE

Philadelphia International



*Based on representative service plan used for Tier 1 EIS analysis

More jobs accessible in a 45-minute train time

EXISTING SELECTED ALTERNATIVE

